

IF YOU NEED A "JOB"
Try a Classified Ad. in the
Richmond Times-Dispatch.
THE TIMES-DISPATCH

Richmond Times-Dispatch

THIS IS THE SEASON
when your thoughts turn to
the country home. Try a Want
Ad. to find the ideal place.
THE TIMES-DISPATCH

65th YEAR VOLUME 65, NUMBER 130 RICHMOND, VA. MONDAY, MAY 10, 1915.—TEN PAGES. WEATHER PAGE 3—FAIR PRICE, 2 CENTS

LUSITANIA'S DEATH ROLL TOTALS 1,127

MESSAGES POUR IN ON WILSON URGING SEVERE MEASURES

Telegrams From All Parts
of Country Reach
President.

REALIZES THAT PEOPLE
EXPECT FIRM ATTITUDE

No Action Probable Until All
Official Reports Are
Received.

VITAL QUESTIONS INVOLVED

Sinking of Lusitania One of Series
of Incidents Directed at
United States.

WASHINGTON, May 9.—What action the United States government will take as a result of the sinking of the British liner Lusitania, with a loss of more than 100 American lives, is to-night an undetermined question.

President Wilson, during the last twenty-four hours, has been studying every phase of the case from its legal and humanitarian aspects. That he feels deeply distressed over the incident and realizes the people of the United States expect him to express in some pronounced fashion his indignation, was indicated by the statement issued from the White House last night.

Nothing more was added to-day to the few significant sentences of this utterance, that the President was "considering very earnestly, but very calmly, the right course of action to pursue," and that he knows the people of the country wish and expect him to act with deliberation as well as with firmness.

Until all the official reports are received from Ambassadors Gerard and Page, at Berlin and London, respectively, it was not expected that any action would be taken.

SPENDS QUIET DAY APART FROM OFFICIAL FAMILY.

The President spent a quiet day apart from his official family—and, for the most part, alone. He went to church forenoon and took a ride after luncheon. Most of the time he seemed pre-occupied, and talked little to his companions. He sat in his study, it was said, in deep thought, undisturbed for hours. Secretary and Mrs. McAdoo dined with him to-night, but it was understood no reference was made to the war situation. It was the first time Mr. McAdoo had visited the White House since he was operated on a few weeks ago.

When the President went motoring he rode alone on the front seat, involving in his mind the most important problem of his administration. When he returned to his desk to-night he found the pile of telegrams had increased. They had been coming in scores from all parts of the country. Many urged the adoption of severe measures. Several among them, a few from workingmen's organizations, advised a declaration of war as the surest preventive of further affronts to American dignity. Others suggested a severance of all diplomatic relations until adequate reparation and apology was made. Still others counseled a peaceful course, but advocated firmness. A few messages justified the sinking.

Secretary Bryan, who spent the day at home, also received many messages bearing on the situation similar to those that came to the White House.

MAY GIVE EXPRESSION TO FEELINGS TO-DAY.

The President plans to go to Philadelphia to-morrow to deliver there in the evening a speech, which observers generally believe will give expression to his own feelings on the situation produced by the sinking of the Lusitania. He is to address a meeting of 4,000 naturalized Americans. Secretary Tammity went to Philadelphia to-day to make arrangements for the trip. Mr. Wilson will return early on Tuesday, and a few hours later the regular meeting of the Cabinet will take place, when it is generally expected, he will lay before his advisers the policy he has in mind and ask their counsel.

The official statement from Berlin, which came by wireless, admitting that a German submarine had sunk the Lusitania, and pointing out that the big liner was naturally armed with guns, was widely commented upon by officials. On the highest authority, it was stated that as early as last September, when Count von Bernstorff, the German ambassador, called attention to the arrival in American ports of British liners with guns aboard, the question was taken up by the State Department. It was ruled by the department that a merchant vessel could not be classed as a warship if she carried guns not larger than six-inch caliber for defensive purposes, but, nevertheless, informal negotiations were begun immediately with Great Britain, and an understanding was reached whereby no British vessels clearing from American ports would be armed. It is the duty of the port authorities in New York each time a ship asks for clearance to see that no guns, mounted or unmounted, are carried on belligerent vessels. Dudley Field Malone, collector of the port of New York, has been asked by the Washington government as to whether the Lusitania carried any armament.

(Continued on Second Page.)

ANGRY CLEAR THROUGH

Lawyers Fear Barnes on Stand Can't Hold His Temper.

(Special to The Times-Dispatch.)
SYRACUSE, N. Y., May 9.—William Barnes, Jr., spent the day discussing with his lawyers the plan of attack to be made on Colonel Roosevelt when the Barnes-Roosevelt libel suit is resumed before Justice Andrews in Supreme Court to-morrow. The Barnes side will begin the aggressive either in the afternoon or early Tuesday morning. Barnes will be the last witness. He has a clearly defined idea of what his testimony is to be. Much depends on how he delivers it. While Barnes is thoroughly angry at the Colonel, and as eager as possible to inflict all possible damage on his political enemy, he has thus far remained calm. But he is not the most placid man in the world when irritated, and many of his followers fear that when he gets on the stand he will lose his temper and say things that will not fit well into a cold judicial proceeding. Barnes's lawyers expect to finish his direct examination in one day. The Roosevelt lawyers will have him on cross-examination another day. Mr. Bowers, who has a sharp, rasping voice to match a sharp, rasping personality, will conduct this inquisition. Every precaution will be taken to prepare Barnes for this, so he will not fare up when particularly irritating questions are asked him.

Colonel Roosevelt spent most of the day at the palatial home of Horace S. Wilkinson, where he is a guest. In the afternoon he took a ride in a limousine, riding in the front seat with the chauffeur, although a semicircular scale was blowing from the northeast. The Roosevelt case will be concluded with an effort to validate all the printing evidence. The evidence thus far has hit on all sides of the requisites, but the lawyers declare that when their case is ended they will have met all the conditions imposed by Justice Andrews.

FROHMAN LEFT NO WILL

Brother Says, However, Contracts Will Be Fulfilled.

(Special to The Times-Dispatch.)
NEW YORK, May 9.—Charles Frohman, who met his death on the Lusitania, left no will disposing of his vast stage holdings, is the belief of his brother, Daniel Frohman.

"I am quite sure my brother died intestate," Mr. Frohman said to-night. "But you can say to the theatrical profession for me that there will be no cancellation of contracts or withdrawal from Frohman's projects."

Since the announcement of the finding of Frohman's body, his business associates have continued a diligent search for a will. To-morrow morning safe deposit vaults in the Commercial Trust Company will be opened.

A. F. Hayman, general manager for Charles Frohman, received a cable to-day positively identifying a body in the Queenstown morgue as that of Charles Frohman. The message was sent by William Lestock, Mr. Frohman's London manager. He was instructed by cable to have the body embalmed and forwarded to New York by the first available steamer.

FOUR DROWNED IN RIVER

Mother and Three Small Children Go Overboard in Auto.

JACKSONVILLE, FLA., May 9.—Mrs. H. Johnson, wife of a physician of this city, and her three small children were drowned in St. John's river here to-night when an automobile in which they were seated ran overboard from a ferry boat. Mrs. J. H. Bland and her two daughters, who also were in the machine, and Dr. Johnson, who was knocked overboard while cranking the car, were rescued.

The party was returning here from South Jacksonville. The machine had been left in gear, it was said, and when the engine started it jumped forward. The physician was hurled into the water, and the machine, which was near the end of the boat, followed almost instantly.

The body of one of the Johnson children was found later, but those of Mrs. Johnson and the other two children had not been located up to a late hour to-night.

MRS. BROOKS RETURNS

She Is in Mourning for Captain the Hon. Douglas-Pennant.

(Special to The Times-Dispatch.)
NEW YORK, May 9.—Mrs. Reginald Brooks, one of the famous Lanhorne sisters of Virginia, arrived on the American liner St. Louis to-day. She was in mourning for Captain the Hon. Douglas-Pennant, who was killed in France.

"I am going to Virginia to stay in the country for six weeks," was all she would say. She refused to discuss her Red Cross work at Plymouth, England, where she aided her sister, Mrs. Widdowson, in hospital work.

Astoria Douglas-Pennant left his fortune to Mrs. Brooks.

NEW YORK IN PORT

American Liner Arrives Safely at Liverpool.

NEW YORK, May 9.—The American liner New York, which sailed May 1 for Liverpool, arrived at that port at 6:15 o'clock this afternoon according to a cablegram received by the American Line.

The officials of the line had received numerous inquiries from friends of passengers following the Lusitania disaster asking whether the ship had arrived. To-day's cablegram said: "All well."

A similar cablegram was received by the French Line reporting the safe arrival at Bordeaux of the steamer La Touraine, which left this port April 27.

SURVIVORS TELL TALES OF HORROR

Surrounded by Dead Bodies, They Hear Shrieks of the Dying.

SEEMS LIKE WORLD'S END

Despite Burden of Terror, There Are Many Deeds of Personal Heroism.

BY A. F. BEACH.

DUBLIN, May 9.—Scores of the Lusitania's passengers—many of them women and children—after being placed safely in lifeboats, were dragged down with the ship when it sank, because the boats could not be lowered. Some of the survivors attribute this fault to inefficiency among the crew. Ropes fouled, some of the boats were chopped away, overturning when they struck the sea, and hurling the occupants into the water. Some fell from a height of forty feet. Others could not be released, and were dragged down.

These reports were given to me by responsible persons among the 195 survivors who came through on the first train from Queenstown. My informants also agree on the following facts: The Lusitania was struck by two torpedoes. She was struck at exactly 2:15 o'clock, and sank at 2:30. They showed me five watches that stopped exactly at 2:30, when their owners struck the water.

Alfred Vanderbilt, Charles Frohman, Charles Klein and Mr. and Mrs. Elbert Hubbard undoubtedly are dead.

Following are excerpts from survivors' stories:

SURVIVOR DESCRIBES

LACK OF EFFICIENCY

Robert C. Wright, Cleveland, O.: "There was no panic on board, but there was an awful lack of efficiency. The boats were not lowered properly. Some were chopped from the ropes, fell and overturned."

Martha Ann Whyatt, New Bedford, Mass.: "I found it impossible to get into any of the lifeboats. There seemed to be no help at all."

Others told stories of personal heroism. More tales were of the burden of the terror, the long fight of the living among the dead, and the miracle of their rescue.

One passenger told how, with their life raft loaded with injured and bereft survivors, with bodies of dead all around them, and the shrieks of drowning men and women ringing in their ears, the score or more on the raft broke into "Tipperary"—singing to keep up heart.

George A. Kessler, well-known New Yorker, told a correspondent aboard the steamer Munster a thrilling story of his experiences.

As he stood in the companionway of the Munster as it zigzagged its way across the dangerous zone in the Irish Sea from Kingstown to Holyhead, his voice trembled and his hands shook as with great agitation he told the story of his deliverance.

During his narrative he continually interjected such ejaculations as "Why am I alive?" "How was it I escaped?" "It is a miracle, God's mercy, that I was spared."

"Only the lacerations on my legs, where they were scraped on the boats, rendering me hardly able to walk, make me realize that it was a reality."

HAD WATCH IN HAND

WHEN TORPEDO STRUCK

"I was standing on the A deck smoking when all at once I distinctly saw the wake of a torpedo as it came rushing at us. It struck us exactly at 2:15 o'clock. I know this, because my watch was in my hand at the time."

"I was calm even after we were struck, and felt no alarm, nor did any of the saloon passengers. We lived in a sort of paralysis of disbelief that anything in the line of torpedoes possibly could badly injure the Lusitania."

"We calmly put the women into the boats, but did it simply in a spirit of convention. None of us believed that it was necessary."

"All the men in the saloon were smiling. I went forward to the captain's bridge and started to help some of the women into a boat when there was a sudden lull. I found myself thrown into a boat which, up to then, had been unlowered. It was about fifty feet above the water mark. This boat was immediately lowered, and before we reached the water the Lusitania had settled down, with us about twenty feet."

"Scarcely had we got the boat clear of the falls when the Lusitania disappeared before our very eyes. It was too sudden to describe. It just happened. Immediately there was a tremendous commotion, or suction, and the boat overturned. I, with the other occupants—probably fifty or sixty in all—were thrown into the water and dragged down. How far down we went I cannot tell. It seemed a lifetime."

"When finally I came to the surface, the boat had disappeared, and not one of my companions was to be seen. I swam almost involuntarily—how long I do not know—but finally I came to a collapsible boat with eight men, six of whom were stokers. I clambered into the boat, which was half-filled with water. We tried bailing and balancing, but the boat would tilt and turn, and finally capsized again. We clambered aboard again, and again we bailed and balanced."

(Continued on Third Page.)

YORK RIVER LINE TO BALTIMORE.

Most sudden lives. The York River Line to Baltimore. P. M. \$2.50. Apply 907 East Main.

DEADLY CRUSADE HAS ONLY BEGUN

Other British Ships Will Meet Fate Similar to That of Lusitania.

DR. DERNBURG MAKES THREAT

Even American Flag No Protection if Any Contraband Is on Board.

(Special to The Times-Dispatch.)

NEW YORK, May 9.—Dr. Bernhard Dernburg, former Minister of Colonies of the German empire, and recognized in this country as the Kaiser's spokesman, said to-night that Germany had only begun her deadly crusade against Great Britain's commerce, and that the sinking of the Lusitania would be followed by the destruction of other British ships, whether or not there were Americans aboard.

The American flag would afford not the slightest protection for vessels which carried cargoes that the Germans regarded as contraband. He said that even parts of flying machines, automobile accessories and cotton were now considered contraband by the German admiralty.

Finally, he said:

"Any ship carrying goods to Great Britain is to be sunk. England has cut off Germany from the outside world, and we intend to isolate her in like manner, so that all communication with other parts of the earth will be impossible."

HUNDREDS OF AMERICANS

WILL BE IN PERIL TO-DAY

When shipping men heard of Dr. Dernburg's threat against all vessels bound to England, they called attention to the fact that a number of ships will enter the British war zone to-morrow with several hundred Americans aboard.

With closed eyes, Dr. Dernburg began the interview. He spoke with much deliberation.

"The Americans have always been friendly to Germany," he said, slowly, "and we want to maintain their friendship. These facts, however, must be borne in mind to appreciate the present situation in the proper light."

"There were 5,000 cases of war material for the allies on board the Lusitania. I understand that something like 150 Americans were killed. I regret that very much. It was most unfortunate. Nevertheless, if this material had gotten into the hands of the allies, it could have been used against us, and they might have been able to pound their way into Germany through our lines, and many more than 150 of our people might have been killed."

"The British orders in council were to exclude all kinds of material from reaching our civil population. They even placed an embargo on Holland, Denmark and Sweden, on penalty that they would be blockaded, and they practically are blockaded. Is it, therefore, reasonable to believe that the German admiralty will permit anything to get into the hands of the allies?"

"Suffering is recognized in war. Unfortunately, that must be. England is building submarines in her home yards just as well as having them built in the Fore River plant in the United States and put together in Montreal. OLD RULES OF WAR PASS WITH MODERN WEAPONS

"England admits that with modern weapons of warfare she is not able to maintain all the old rules of war. Therefore, she proclaimed a long-drawn blockade, which has been the usage of war that vessels could be stopped, seized and searched."

"Vessels that carried contraband could be destroyed if they could not be taken into port. That has been done in England. It has been customary to give innocent people warning and a chance to get away. A submarine is only 150 feet long. It has no accommodations for others than its crew of probably twenty-four men. Consequently, they are unable to take off passengers."

"A submarine can be rammed at any minute, and if the Lusitania had been warned, she could have put on steam and run away. So, instead of giving warning to the Lusitania, Germany gave specific general notice before she sank it. That notice was ample."

"How can Americans, being neutral, have the right to travel the high seas in safety?" asked the former Colonial Secretary, and, answering himself, he said:

"Any American traveling on an American boat under the American flag will be safe. There is only one danger—the use of the American flag by a belligerent vessel. There are any number of neutral ships."

"There is also this condition: an American ship, or any other neutral vessel, must carry no munitions of war. It is easy for an American who wants to travel to find out what a ship carries. All ships make their manifests to the custom-house, and they are public."

"Announcement could be made of these, and lines held to the announcements. Everybody takes a risk if they want to. Anybody can commit suicide if they want to."

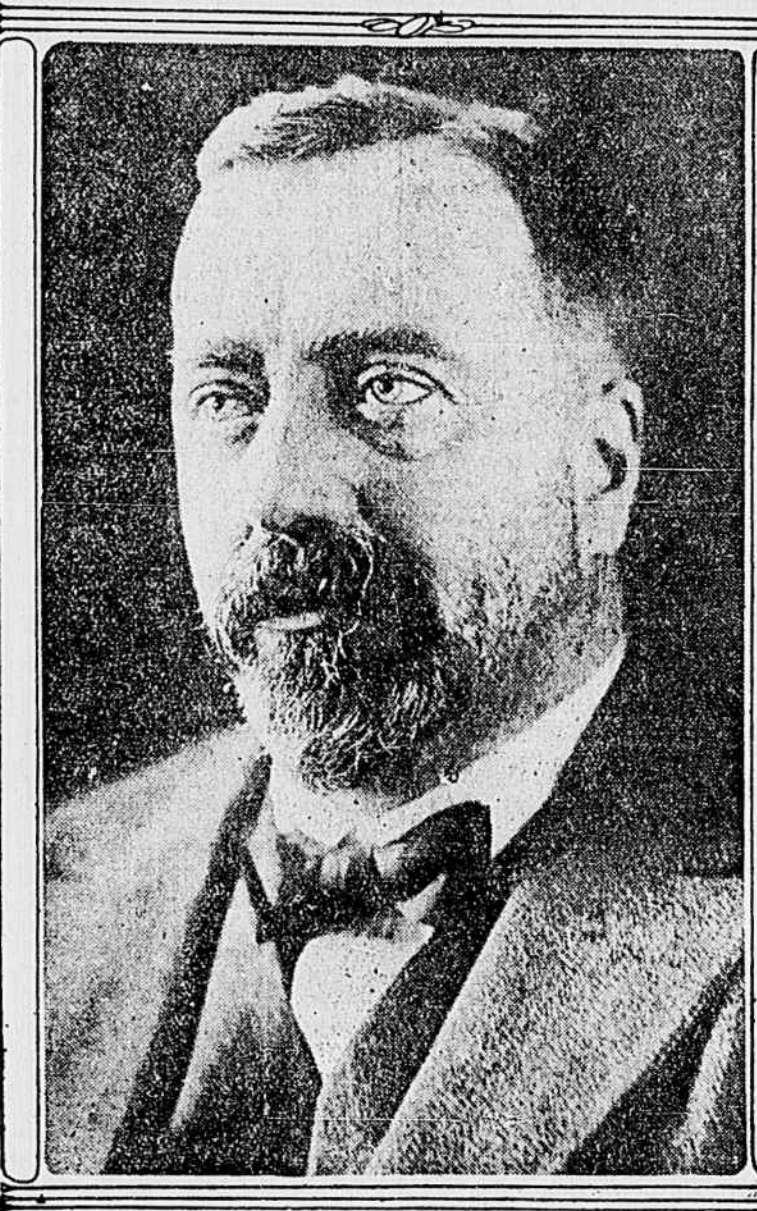
STOPPING OF SUBMARINES

DEPENDS ON ENGLAND

"Germany issued her order fixing a war zone. England replied by her orders in council, requiring nations to ship nothing to Germany. Now, shall Germany stop her submarine warfare? We will stop it as we announced, providing England stops her policy of starvation. Germany is willing to maintain The Hague convention rules."

(Continued on Third Page.)

Kaiser's Spokesman Utters Threat



DR. BERNHARD DERNBURG.

JAPAN GIVES REASONS FOR DEMANDS ON CHINA

Silence Regarding Negotiations Broken by Issuance of Statement Prepared in Tokyo.

ARGUES TO SUSTAIN CLAIMS

Revised Draft, Accepted in Peking, Understood to Contain No Features Which U. S. Officials Regard as Contravening American Rights.

WASHINGTON, May 9.—Silence rigidly maintained by the Japanese embassy here throughout the long course of negotiations over Japan's demands on China was broken to-night by the issuance of a statement prepared by the Tokyo Foreign Office, outlining the Japanese government's reasons for submitting demands at this time and reviewing various stages of the negotiations.

Since this statement was written, Japan has presented an ultimatum, resulting in China's acceptance of a revised draft of the demands and the averting of a great crisis in the Far East. As accepted, the draft eliminates or puts aside for future consideration some of the demands most objectionable to China, and it is understood to contain no features which American officials regard as contravening American treaty rights.

"The imperial government have in the proposals lately presented to the Chinese government," says the Japanese statement, "made it their main object to adjust matters relating to and to meet the new situation created by the war between Japan and Germany, to strengthen the friendly relations subsisting between Japan and China, and thus to insure permanent peace in the Orient. They, in formulating these proposals, had taken special care to avoid those which might be deemed to be conflicting with the principles of territorial integrity, equal opportunity and the open door which Japan had occasion, time and again, to declare to the powers."

RELATIVE TO DISPOSITION OF GERMAN RIGHTS

"Accordingly, these proposals include, among others, those relating to the disposition of the German rights in the Province of Shantung; those relating to the recognition of special position and interests which Japan possesses in South Manchuria and in Eastern Inner Mongolia; those relating to the solution of various questions which for years have been pending between the Japanese and the Chinese governments."

After reciting the text of the original five groups of Japanese proposals, the statement includes an argument to sustain the Japanese claims. Regarding Shantung, it is alleged that China lacks power to prevent Germany recovering that province and becoming in the future a source of disturbance in the Far East. Therefore, it is asserted that it was natural that Japan, having with great sacrifice, driven Germany out of Shantung, should take measure to dispose of her rights there and prevent a resurgence of German influence there.

Touching Manchuria, and also Eastern Inner Mongolia, it is said that Japan's relations there are especially close, geographically and politically, commercially and industrially, and, following two successful wars, the following:

(Continued on Third Page.)

LIST OF SURVIVORS CONTAINS NAMES OF 764 PERSONS

Of 144 Bodies Recovered, Fifty-seven Remain Unidentified.

TEN OF SHIP'S OFFICERS
SAVED AND SEVEN LOST

Nothing Definite Received as to Fate of Alfred Gwynne Vanderbilt.

LINER NEW YORK IS SAFE

Queenstown People Generous With Aid for Distressed Sufferers.

NEW YORK, May 9.—The Cunard Steamship Company to-night announced the receipt of the following cablegram from Liverpool:

"Up to midnight Queenstown advised total number of survivors 764, including 462 passengers and 302 crew. "One hundred and forty-four bodies recovered, of which eighty-seven identified and fifty-seven unidentified. Identified bodies comprise sixty-five passengers and twenty-two crew."

"Number of persons injured: thirty passengers and seventeen crew."

"When the Lusitania left New York she had on board 1,901 souls, 1,251 passengers and 650 crew."

Before giving its latest advices from Liverpool on the number of victims of the Lusitania, the Cunard Company issued a revised list of survivors, which, however, contained few additions.

NOTHING DEFINITE AS TO FATE OF VANDERBILT

Nothing definite was received to-day as to the fate of Alfred Gwynne Vanderbilt. Cunard officials received advice that ten of the Lusitania's officers, including Captain Turner, were saved and seven lost.

Alf Hayman, general manager for the late Charles Frohman, received a cablegram from Mr. Frohman's London manager, William Lestock, stating that he had identified the body of Mr. Frohman at Queenstown, had it embalmed, and made arrangements to send it to New York on the first available steamer.

STEAMSHIP LA TOURAINE ALSO ARRIVES SAFELY

The safe arrival of the steamship La Touraine, of the French Line, at Bordeaux on Saturday, also was reported to-night.

"That the Lusitania carried no guns, mounted or unmounted, and no ammunition of any kind was the substance of a statement made to-day by Hermann Winter, of the Cunard Line. Mr. Winter admitted that the ship had a consignment of cartridges, but insisted that they were for small arms, and did not come under the classification of ammunition."

"The United States authorities," he said, "would not permit us to carry ammunition classified as such by the military authorities on a passenger liner."

SMEAR OF FLOTSAM MARKS GRAVE OF LUSITANIA

QUEENSTOWN, May 9.—A smear of flotsam on the face of a calm sea, twenty-three miles from this port, marks the grave of the Cunard Lusitania, victim of a German submarine. One hundred and forty-nine of the nearly 1,200 persons who perished with the liner lie in improvised morgues in old buildings that line the Queenstown harbor. They either were picked up dead or succumbed after landing.

The 645 survivors of the disaster here are quartered in hotels, residences and hospitals, some too badly hurt to be moved. Two groups left on Saturday afternoon and evening clad in misfit clothing for Dublin by rail and thence by boat to Holyhead. The injuries of some are so serious that additional deaths are expected, and nearly all are too dazed to understand fully what has happened.

The survivors do not agree as to whether the submarine fired one or two torpedoes. A few say they saw the periscope, and many attest to tracing the wake of foam as a projectile raced toward the vessel.

The only point in which all concur is that the torpedo struck the vessel a vital blow amidships, causing her to list almost immediately to the starboard. In this careening fashion she plowed some distance, smashing the lifeboats' davits as she did so and making the launching of boats well-nigh impossible until headway had ceased.

ESTIMATES OF TIME AFOAT RANGE FROM 5 TO 20 MINUTES

How far the Lusitania struggled forward after being struck and how long it was before she disappeared beneath the waves are points on which few passengers agree, estimates of the time she remained afloat ranging from eight to twenty minutes. The list to starboard so elevated lifeboats on the port side as soon to render them useless, and it is said only two on that side were launched.

The first of these, according to the custom of the sea, was filled with